

ATLANTIC

CONTINUED FROM FIFTH PAGE.

Coffins are being made and will be sent down to-morrow.

THE WRECKERS.

Captain John Sheridan, the well-known diver, is at the scene with diving apparatus and vessels. He has charge of the cargo and will attempt to save it so soon as the weather moderates.

Statement of Mr. McAllister.

James, McAllister, a native of Glasgow, Scotland, who proved to be a very intelligent person, gave a clear and distinct account of the wreck. He says that the Captain sighted land on Tuesday morning near his exact position, being near Halifax harbor, where he had decided to call for coal. The three o'clock bell rang "all's well," and quarter of an hour afterwards, when I was asleep in my berth in the forward stowage, I heard a crash. I immediately jumped up, put on my clothes and rushed on deck. Nearly all the passengers in that part of the stowage, to the number of one hundred and twenty-eight, if not more, also rushed upon deck at the same time. Some of the passengers who first succeeded in getting upon the deck were told by some of the officers in command that nothing was wrong; that they had only lowered the anchor. The passengers then went down again and tried to persuade the rest to that effect. I think this was done to prevent confusion on deck. I came up again and had just time to get on the saloon deck. It was about ten minutes after the ship first struck when she turned over towards the land and sank. A number of persons clung to the bulwarks, but the sea being high, they were washed off and many were drowned. The others, along with myself, who got in the rigging, swung themselves off by ropes into the water and swam to the rock, a distance of about fifty yards. About one hundred and fifty, who were passengers principally belonging to that part of the stowage that I was in, saved themselves in this way. We remained on the rock about two hours, when assistance came to us from the shore and we were taken off, but in an exhausted condition.

One steerage passenger, who succeeded in reaching the rock, died there from exhaustion before assistance came. We were treated well and every care taken of us by the fishermen and shore at Prospect. About one hundred and fifty who got in the rigging and on the ship's side, beside the number I have already mentioned, were taken off first and landed.

The Captain, who was clinging to the ship's side, passed off about a hundred passengers into the boat and advised them to jump into the water and swim ashore.

About fifty who were still clinging to the ship's side when the Captain got ashore were rescued by boats. I think the 150, and about same number which were clinging to the ship's side and rigging were saved, making about three hundred saved. I think that no more than that number were saved. My chum and one of the passengers named Cunningham, of Glasgow, I know were saved.

Statement of William Hogan.

William Hogan, of Waterford, tells the following:—"I was a passenger on board the Atlantic, and was on deck at three o'clock. I heard the sailor on duty call out, 'All's well! Three o'clock!' After hearing the sailor saying 'All's well,' I went to the forward stowage and got into bed. About five or ten minutes afterwards I heard watchmen cry out, 'Breakers ahead!' and almost instantly I heard a tremendous crash, and the air rushed in and blew out the lights. It was my impression that the boiler had burst. I called up some of the boys that were sleeping near me. I told them to rush on deck, and that the boiler had exploded. Some of them refused to go and said that it mattered little—thinking the steamer was out at sea—and said that it was

JUST AS WELL TO MEET DEATH BELOW as on deck; but I and Pat Leahy, my chum, determined to save our lives if possible, and as all was confusion below I really cannot tell how we got on deck. The orders were given, as is a common thing in steamships with sailors, that the hatches should be closed, and no one be permitted to ascend to the deck. Thinking that our lives were in imminent danger we forced the hatches up and ascended to the deck. As soon as we went on deck we rushed to the side of the vessel, and saw the rock, as I supposed, about three hundred yards distant. I thought at first it was an iceberg we had struck, but immediately afterwards we noticed that the ship commenced to heave and plunge, and after three or four plunges she settled and the water seemed to be rushing in. I surmised that our safety depended in our being on the side of the vessel nearest to land. I rushed to that side and caught hold of the rigging, when the ship commenced to turn over gradually on her side. I got on the side of the ship and caught hold of a rope. I then heard a dismal wail, which was fearful to listen to. It proceeded from the steerage passengers, who were below, and were then smothering. It did not last more than two minutes, when all was still as death. The Captain then shouted out that the last chance the survivors had was to get on the rigging. Several of them did so. I afterwards heard the first officer shout out that the only chance to those who could swim was to jump overboard and endeavor to reach the rock. One old man held on most desperately, but he seemed to have lost his presence of mind. I helped him to get nearer to the boat when some of the passengers were being rescued; he said that he would give a hundred dollars reward to any man who would save him, but nobody seemed anxious to earn the money. I gave him all the assistance I could under the circumstances, and afterwards saw him get into a boat and safely land on shore. During that time several of the passengers were being conveyed to the rock, which, as near as I can judge, was about thirty feet from the vessel; there were three ropes from the ship to the rock and one rope from the rock to the island, which was about one hundred and fifty feet distant. The passengers

sengers by means of these ropes saved themselves and got on the rock, where they remained about an hour, very few of them venturing to wade ashore with the assistance of the single line to the island. At six o'clock a small boat or skiff came to our assistance, but the sea was so heavy that they could not rescue any of those who were on either the rock or the ship. A quarter of an hour afterwards a man on shore wrote on a black board, "Cheer up; the boats are coming to your assistance," which elicited hearty cheers from the unfortunate beings, who thought that at every minute they would find a watery grave. About half an hour afterwards we saw some men carrying a boat over the rocks on the island, and in a few minutes thereafter they launched it and went to the rock, and rescued in this way three boat loads of passengers, or about thirty-six persons. During the time they were rescuing these men from the rock the Captain and the passengers on the ship called loudly to those in the boat to come to the ship and take them off first, as they were in most imminent danger. The Captain called out to the men in the boat to come to the vessel and he would give them \$500 for every boat load they would rescue. The boat commenced taking men from the ship and rescued two boat loads, and in half an hour afterwards another boat came to their assistance and took off those persons who were clinging to the rigging. A third boat came off with the third officer, Brady, who had succeeded in getting to the shore previously by the aid of ropes. I got into this boat with several others and landed in safety. When I left about eighty persons still remained on the side of the vessel and the rigging. Those remaining when I left seemed

QUITE COOL AND CONFIDENT of being rescued. I being wet through to the skin and much exhausted from the cold, crawled, as I could scarcely walk, to the nearest house, where there were a great many persons before me. We were treated with the greatest kindness. In about an hour after getting warmed I went down to the wreck and it was a fearful sight to behold. Some were still remaining on the vessel; others had been washed up on the beach, which was strewn around in all directions with dead bodies. I saw one woman who exerted herself in getting out of the cabin to the rigging; but as no one could render her any assistance she froze to death in the rigging. She seemed to have been lashed to the rigging, as when I saw her from the shore her body hung downwards. I saw that no more assistance could be rendered, so I, with some others, got into a skiff and rowed to a fisherman's house, where the first, third and sixth engineers were, with about fifteen others. We took dinner, and afterwards we thought it the best plan to walk to the city, as the accommodation there was meagre, so many people being there from the wreck. We started at half-past one yesterday afternoon. The roads were in a fearful condition—a foot of snow in most places—but as we received refreshments in two places along the road, which helped us, we arrived in the city at a quarter to eleven o'clock last night; saw the Mayor of the city, who directed us to the police station, where we were taken care of in a first class manner.

THE CHIEF ENGINEER'S REPORT.

John Foxley, Chief Engineer, says the vessel struck on the rock at a quarter-past three o'clock A. M. on the 1st inst., and commenced to heel over to the port side, the sea breaking over the ship and vessel filling rapidly. All the female passengers who were asleep at the time the ship struck were prevented from coming on deck by the seas washing over the ship and filling her. Some of the passengers got in the lifeboats, the davit falls being cut away to allow the boats to float clear of the davits in the expectation of getting clear of the vessel by that means, but a sea broke on board and washed the greater portion of the passengers who were in the boats out, the boats were stove, and those who ventured in them perished. The third officer, Mr. Brady, and two quartermasters swam ashore with a small line which enabled a great number of the passengers and crew to get on shore. I got on the rock soon afterwards, and also Robert Herring, second; John Hodgson, third; William Patterson, fourth; Samuel Davis, sixth, and Robert McFarlin, seventh engineers, and we and others of the crew and passengers assisted others to proceed from the vessel to the rock. A great many of the people were drowned while coming from the vessel by the rope to the rock. The cold was so intense that some of them, being benumbed, were unable to hold on to the rope and they let go, and we were unable to render them any assistance. The rock that we were on was covered with seaweed, which made it very dangerous to stand upon, and its edges were round.

All on the rock being soaking wet and cold were unable to render any assistance to those who were in the greatest of peril. A number of them were washed off the wreck and drowned, and a number who were trying to get from the rock to the island by a line were also washed from it and drowned. We could perceive people falling from the ship's side and rigging. Three boats which were carried across the island rendered assistance in conveying the passengers and crew from the vessel and rock to the shore. Several persons who became completely exhausted laid down on the rock and died. Some of the passengers became maniacs, foamed at the mouth and tottered about like children. We were very kindly received and treated by the people on shore. Mr. Ryan, magistrate, and Mr. James Coveley, fisherman, rendered us every assistance. The chief officer, Mr. Frith, who it is supposed was drowned, was seen clinging to the rigging, but no assistance could be given him. At eleven o'clock the same morning the ship was breaking up and the cargo washing ashore. Corpses were also washed within reach. We started at two o'clock yesterday afternoon for Halifax and arrived in town at eleven o'clock P. M., where we were well cared for. The fifth engineer, Thomas Grant Urquhart, belonging to Dumfries, Scotland, is among the drowned. Incidents of the most heartrending character occurred. The little fellow, the only child saved from the wreck, rushed up on deck with the stream of passengers when the first alarm was given. His parents and other members of his family were still below. They perished when the

ship filled and fell over on her side. Hastened about along with that struggling mass of excited humanity, the piteous screams of the poor little fellow went to the stoutest heart. He leaped upon the back of one of the men in the hope of being saved by him. But the man shook off the wailing boy. His cries at last attracted the Captain, who, perceiving the tenacious manner in which he was struggling for life, called out to the men who were surrounding the lines that led to the rock and safety to endeavor, if possible, to save the boy. The poor little fellow was immediately passed over the heads of the struggling mass of beings and placed in the boat. The kindly men who were struggling to save life almost wept for sympathy as they put the lad on shore, safe in body, though sadly afflicted by his parents' loss.

Mr. Foxley, the chief engineer, who remained on the rock for several hours assisting the passengers to land from the ship, says it was extremely harrowing to behold the sufferings of the unfortunate creatures even after they were rescued. Many of them became insane, frothed at the mouth and toppled off the rock into the water and were drowned; others were so chilled and exhausted with the cold that they lay down and died. Some died after they had been taken to the mainland. All the passengers speak in the highest terms of the gallant conduct of the third officer, Mr. Brady, and the first engineer in particular, who remained on the wreck for hours assisting the passengers to reach the rock. Two lady cabin passengers came on deck in the excitement and stood near the wheelhouse. They hesitated a moment, as if panic-stricken, and returned into the companionway, as if looking for something. Presently they came out and endeavored to reach the forward part of the ship from where the passengers were being sent ashore on the lines. At that moment a huge wave swept over the ship's quarter. The men clinging to the rigging heard two heart-rending shrieks, and when they looked again the women had disappeared. These are only a few of the terrible incidents of that fearful wreck. Young men as well as old became paralyzed, and as they clung to the rigging or to the sides of the vessel they seemed bereft of all reason, and when spoken to by the others to make some effort to reach the boat and save themselves they would roll their eyes, then stare fixedly at the speakers and ask, in a whispering tone, "What boat?" Many again who were roused out of their berths had scarcely time to put their clothes on and rush on deck ere they perished. One cabin passenger, a young man, came up with only a vest on. He clung to the ship side for a time and finally rolled off into the sea and was lost.

Statement of a Steerage Passenger.

A steerage passenger makes the following statement:—

I turned into my berth about eleven o'clock on Monday night. The night was dark, but starlight, and the weather fine. I knew the ship was going into Halifax for coal. The last I remembered was that two bells (one o'clock) struck. I then went to sleep and I woke up with a shock, and remarked to my mate, "There goes the anchor." I thought, of course, we were safe in Halifax harbor; but as soon as she made a second plunge I said, "Good God, she's ashore." With that we got up and dressed. The companion way was thronged with the lower steerage passengers. Seeing that the sea was commencing to break over the ship and lower down the companion way I got as many as possible to take to the bunks and hold on by the iron stanchions. There we remained until after daylight. The ship had fallen over, and the steerage was full of water, one side only being out of it. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours, and then went to the shore by the "life line." When I left the ship there still a great many in the rigging.

How a Quartermaster Lost His Life.

This officer was one of the number who had secured a place on an impromptu raft that had been thrown overboard. One after another the others had been washed away, until he only remained, the wind driving his frail craft rapidly towards the shore. He evidently thought that he would be saved, as he waved his hat to those on board the ship, not in a despondent but rather in a triumphant manner. A wave which came immediately, even while he had his hat in his hand, dashed the raft against it to the foot of the rugged ascent, while still another threw him about six feet upon the rocks, where it stranded him. When the water was receding it carried the raft away, leaving the Quartermaster lying motionless. On first striking he scrambled about on the slippery surface. He must have been wounded, and attempting to rise fell backward into the sea, struggled for a moment and sank to rise no more.

WASHED OFF IN GROUPS.

"I suppose it is not necessary," said one of the crew, "to give you the minute particulars of how each life was lost. Every succeeding minute recurring waves washed off one, two or three, sometimes six. Then a dozen were swept away and went out side by side into the Valley of Death. There is no language that can describe the feelings of a man holding on for dear life to a bit of rigging and watching his friends and companions struggling, clutching, sinking, dying. The weakest, of course, went first. One poor fellow had managed to get himself in a position where he was penned in by pieces of timber which could not very well be affected by the action of the waves.

SHADING OFF THE SHADOW OF DEATH.

His body was nearly entirely protected. From my position in the rigging I could see the expression of his countenance as from time to time he took his hands from his face, gazed about as if not daring to lift his head, and then again hid his sight. In an unlucky moment, during a lull he lifted up a portion of his body to make himself more comfortable, when the biggest wave I had yet seen caught and swept him in a moment out of sight.

PATRICK LEAHY'S STATEMENT.

Patrick Leahy, a young Irishman hailing from Waterford, whose brogue was very prominent had been on deck at three o'clock A. M.

and then everything was going on as usual. He went into the forward stowage, and had not been there but a few seconds when the crash came. With his chum, one Hogan, he instantly attempted to gain the deck, but even in the moment the passageways had become blocked. Such was the startling nature of the shock that it had aroused passengers out of their berths and into passages before they knew or even thought of what was the matter. When Leahy had reached deck the ship had commenced to rock over from side to side, but then there were few but the officers and crew visible. He saw several men jump overboard and sink. Some of them did not make an attempt to swim, but, as in all cases of shipwreck, became dazed and ventured on the first chance of getting out of the vessel that presented itself. There were six lifeboats swung to deck. These were taken possession of by men and several cast off. Others the waves swept away. All save one succumbed to the fury of the waves immediately, and the occupants were drowned. When the water commenced to come in the steerage the passengers made for any man who had life-belts or buoys to rush into the sea or mount the rigging, as those were the only chances for life. Leahy and his chum immediately ascended the rigging after much trouble, and from thence had a good view of what was going on.

"GLEAMING DAY," WITH GROANS AND SHRIEKS. "Then," said he, "I saw the first and awful sight. It was just glancing day. A large mass of something drifted past the ship on top of the wave and then was lost to view in a trough of sea. As it passed by a moan—it must have been a shriek, but the tempest dulled the sound—seemed to surge up from the mass, which extended over fifty yards of water.

"What is that?" asked Leahy of one next him. "Sea lions," said the one addressed, probably a foreigner, who did not know that we had none such on our shores. "My God," said another, "it's the women." And so it was. The sea swept them out of the steerage, and, with their children, to the number of two or three hundred, they drifted thus to eternity.

FALLING TO DEATH FROM EXHAUSTION.

Leahy was in the rigging seven hours, moving up and down to keep his blood in circulation. He saw men on both sides of him fall from exhaustion, mostly able-bodied Germans. The only chance of escape there was by means of a rope to the shore, which Mr. Brady, third officer, swam ashore with. Nearly half the number of those who ran the risk of crossing on this, lost their lives.

OTHER INCIDENTS.

One man had just secured a flour barrel on deck when he was washed overboard, but not before he had obtained a hold grasping either end, the bottom being out. The barrel, from its build, would be precipitated by the sea some distance above the waves and then fall back. One more than usually heavy sea sent barrel and man at least six feet high. He had lost his hold before he came down, falling in the trough of the sea; but though on top of a wave, which rose a little further on, the barrel rode buoyantly the man did not come to light.

THE WOMEN AND CHILDREN.

"We saw very little of the women and children," says another informant; "everything happened so quick that before even those who were strongest had got out of the choked passageway the females were either so bewildered or the water had so impeded their progress that very few came on deck. Those that did were swept away before they could fasten themselves or be secured by others."

A LAST LOVING EMBRACE.

"I SAW ONE WOMAN," said he, "in the water with three children just as they were washed overboard—two in her arms (one infant) and the other with its arms about her neck. They went down almost instantly."

THE CARE OF THE LIVING AND THE DEAD.

It is understood the government will commence an investigation at once. The agent of the Cunard and others are making arrangements to forward all who are able to go to New York by steamer. In the meantime all that is necessary will be done by the citizens and authorities for the comfort of the survivors.

The passengers were taken care of by the Cunard agents on their arrival here this afternoon. About one hundred and fifty of them will go by the steamer Chase to Portland to-morrow, the remainder going by the steamer Falmouth to-morrow night if there is room for them.

ONE HUNDRED BODIES RECOVERED.

About one hundred bodies have been recovered at Prospect. The agents here have ordered 100 coffins to be sent down at once. The company are paying all the expenses. The city authorities and the Provincial Legislature have taken measures to relieve passengers that may require it. The steamship company's agents are doing all in their power for the welfare of the passengers.

ADDITIONAL PARTICULARS.

HALIFAX, N. S., April 2, 1873. Accounts vary concerning the numbers of lost and saved. The latest news confirms the statement that over seven hundred went down with the ship or were afterwards swept off and drowned. The rescued are now reported to be about three hundred men and one child, principally German emigrants, and the crew. As there was no time to save the ship's papers or other documents the list of lost cannot be obtained.

The steamer Delta has just arrived this afternoon with the survivors from the wreck, and arrangements are made to have them well cared for. She reports that the Atlantic has not broken up, and the cargo, which is large and valuable, is not, therefore, adrift, with the exception of that on deck, which was very little. Several vessels, with diving apparatus, had arrived at the wreck and commenced operations for the removal of dead bodies and the cargo. The sea was still rough, but the wind had gone down, so that they could approach the locality without danger.

The Carlotta's passengers, who got in early yesterday morning, say that the night was very dark, rainy and windy, and that they were very anxious. She saw nothing of the Atlantic.

The disaster was so soon over that hundreds could know nothing of the danger. Of 300 women and children a majority were swept out of the steerage, and, drifting

beyond the vessel on immense waves, were carried seaward and seen no more. The bodies recovered will be buried at Prospect village.

THE NUMBER OF SOULS ON BOARD.

A calculation was now made by Captain Williams, showing that the loss of life, though immense, was not so large as had been reported. The Atlantic had on board thirty-three cabin passengers, 800 steerage passengers and a crew (officers included) of 143 men; total, 976 souls, leaving the number lost at 546. This may not be precisely correct, but is nearly so.

"NOT A WOMAN SAVED—IT'S TERRIBLE."

The Captain said to the reporter this evening, "To think that, while hundreds of men were saved, every woman should have perished. It's terrible. If I had been able to save even one woman I could bear the disaster; but, to lose all, it's terrible! terrible!" He seemed to fully realize that the world would hold him to a strict account for the disaster, and that, whether he was blameless or culpable, he would be by many held responsible.

Captain Williams is a stout-built Englishman, about forty-five years of age, who has followed the sea for many years. He was for a long time a captain in the Guion line. For upwards of a year he has been in the White Star service—first as chief officer of the Celtic, and latterly, for two voyages, Captain of the Atlantic. He met with an accident a short time ago which disabled him to a certain extent, and recently he has been compelled to use a stick and abstain from great exertion. Notwithstanding this, however, he so conducted himself at the trying time as to win the highest commendations from the passengers.

Late accounts say the vessel's cargo was beginning to come ashore. It is a general one, the larger portion being fashionable dry goods. The whole is estimated at five hundred thousand dollars.

THE LOST AND SAVED.

SALOON PASSENGERS LOST.

The names of the saloon passengers drowned are as follows:—

Ladies.
Barker, Miss Agnes, of Chicago.
Brodie, Miss, of Chicago.
Davidson, Mrs., of London.
Davidson, Miss, of London.
Fisher, Mrs. C. M., of Vermont.
Merritt, Mrs. W. H., of New York.
Merritt, Miss Mary R., of New York.
Smyrner, Miss Annie, of New York.
Sheat, Mrs. W. J., of Nevada.
Sheat, Miss Rose, of Nevada.
Total number of ladies lost—10.

Gentlemen.

Fisher, Mr. Cyrus M., counsellor-at-law, Vermont.
Hewitt, Mr. Henry F., of W. J. Best & Co., 448 Broome street, New York.
Kriger, Mr. H. A., of 54 Exchange place, New York.
Merritt, Mr. W. H., of New York.
Price, Mr. John W., of 151 Broadway, New York.
Sheat, Mr. W. H., of Nevada.
Sheat, Mr. W. J., of Nevada.
Sumner, Mr. Albert, of San Francisco.
Wellington, Mr. H. M., of Boston.
Total number of gentlemen lost—9.

SALOON PASSENGERS SAVED.

The gentlemen whose names are given below, registered as cabin passengers, were saved:—

Allen, Mr. Charles W.
Brandt, Mr. Nicholas.
Brown, Mr. James.
Carnack, Mr. Simon.
Gardner, Mr. W., of London.
Hirsch, Mr. P.
Jones, Mr. Spencer.
Jugla, Mr. Adolph.
Kuane, Mr. Daniel, of Springfield, Ohio.
Markwald, Freeman D., of Thompson, Langdon & Co., 391 Broadway, New York.
Richmond, Mr. B. B., of Detroit.
Vick, Mr. S. W., of Vick & Melone, Wilmington, N. C.
Number of gentlemen saved—12.
Total number of saloon passengers—31.

STEERAGE PASSENGERS SAVED.

Anderson, Otto.
Anderson, O. R.
Anderson, M.
Anderson, Peter.
Anderson, John.
Anderson, C.
Anderson, Christopher.
Batemans, James.
Burns, Benjamin.
Braman, Alfred.
Baglan, Patrick.
Booth, William.
Beering, Thomas.
Burkman, John.
Brigsen, August.
Bernden, Hans.
Booth, Thomas.
Burns, Michael.
Barron, William.
Bishop Alfred.
Bier, A.
Coyle, Martin.
Culy, Thomas.
Carroll, Joseph.
Carroll, Patrick.
Cornwall, E.
Cunningham, William.
Chanson, C. M. H.
Curling, Christian.
Classicht, Clause.
Cosgrove, Patrick.
Collins, Michael.
Carlsen, John.
Colsen, Theodore.
Cornelius, C.
Cunningham, Thomas.
Carmody, Michael.
Christeum, M.
Cameron, Alexander.
Connolly, Thomas.
Connolly, Patrick.
Crismer, Christopher.
Carter, Robert.
Coughlin, William.
Cunningham, Michael.
Chapman, Michael.
Doherty, Edmund.
Dunn, E.

Dinoto, John.
Doran, James.
Doyle, James.
Deer, Johannes.
Drumbuski, Frederick.
Doyle, Edward.
Driscoll, Cornelius.
Donnelly, Owon.
Donnelly, John.
Dondler, W.
Doyle, John.
Dalton, John.
Egan, Edward.
Ellinger, Emily.
Elly, John C.
Eliaska, August.
Erison, Marcus.
Fungo, John.
Flinn, Simon.
Falk, Mr.
Figgin, Edward.
Frum, John.
Foley, James.
Farrell, Thomas.
Flanagan, James.
Groner, M.
Giovani, Allaire.
Gunderson, Osmood.
George, Richard.
Groom, Charles.
Gayner, Edmund.
Gracford, Patrick.
Gustava, A.
Glandfield, William.
Huff, O.
Hawlett, Robert.
Hanson, P. N.
Hanson, O. P.
Hansen, E.
Hayman, W. H.
Hayman, William.
Havily, Charles.
Hughes, Hugh.
Hanson, Harris.
Handley, John.
Hay, William.
Hannon, Patrick.
Hessel, John.
Hawk, William.
Holland, John.
Hammill, Stephen.
Hanay, Michael.
Huxley, Andrew.
Johansen, J. A.
Jones, Henry.
Johnson, J. M.
Johnson, J. H.
Johnson, Charles.
Jacobs, Henry.
Jarvis, Thomas.
Johnson, N. E.
Jones, John R.
Jackson, John D.
Kelly, P.

CONTINUED ON TWELFTH PAGE.

In a Month Hence the Bedbugs and roaches will learn forth their young broods to prey upon our persons and defile our food, unless we kill them now with KNOWLEDGE. INSURE YOURSELVES. SLAY THE TROUBLE BEYOND BELIEF. **KNOWLEDGE BELLows, & Co.**

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